

THE
HONGKONG
WEEKLY
ILLUSTRATED

The China Mail.

ESTABLISHED 1845

Don't Forget
TO ORDER THE
'OVERLAND
CHINA MAIL'
BEFORE GOING HOME

No. 13,799

號一月七年七零百九千一第

HONGKONG, MONDAY, JULY 1, 1907.

日一廿月五年未丁

PRIME, \$8.00 Per Month.

Intimations.

THORNE'S OLD V.A.T.



V.A.T. was started by the late James Thorne of Greenock and has been sold as No. 4 since 1881.

COTCH WHISKY.

PER DOZEN \$14

2 AGENTS IN HONGKONG, CHINA AND MACAO.

A. S. WATSON & Co., Ltd.

Hongkong, May 1, 1907.

TAT KWONG CO.

100, Des Voeux Road Central.

GASOLINE LAMPS

WELSHBACH MANTLES.

Hongkong, June 19, 1907.

WATER POLO COMPETITION.

NOTICE

A MEETING of those interested in the WATER POLO COMPETITION will be held at the Victoria Recreation Club on THURSDAY, the 4th July, at 8.30 P.M.

Business. To elect Committee and Officials and make arrangements for the Season.

W. J. CARROLL, Hon. Secretary.

H.K. Water Polo Association.

Hongkong, June 29, 1907.

COMMERCIAL UNION ASSURANCE COMPANY, LIMITED.

FROM this date, the position of the DIRECTOR has been appointed.

ACTING DIRECTOR, Mr. A. S. WATSON & Co., Ltd.

Under the direction of the Company for Hongkong and South China.

W. H. TRENCHARD DAVIS, Branch Manager and Underwriter.

Hongkong, June 28, 1907.

NOTICE

WE beg to give Notice that we have TAKEN OVER the ASSETS and LIABILITIES of the EAST ASIATIC TRADING CO.

The business will be carried on under the name and style of SCHULDT & CO., at Hongkong.

HONG NAMED:

行洋亨元 司公士刺些

SCHULDT & CO.,

No. 2, Connaught Road.

Hongkong, June 24, 1907.

HONGKONG AND SHANGHAI BANKING CORPORATION

NOTICE

INCREASE OF CAPITAL

SHAREHOLDERS are reminded that the FIRST CALL of £10 Sterling per Share on the NEW ISSUE OF SHARES will be payable on the 1st July next.

For the Hongkong and Shanghai Banking Corporation,

J. R. M. SMITH, Chief Manager.

Hongkong, June 24, 1907.

THE WORLD'S NEWS

(SAI KAI KUNG YIK PO.)

A LEADING CHINESE PAPER.

Wide Circulation in Hongkong and South China.

Subscription Medium for Chinese Advertisers.

BOOKS MADE, HALL, TONING, AND PRINTING. A SPECIALITY.

Are promptly attended to.

11, DES VOEUX ROAD CENTRAL.

Hongkong, March 12, 1906.

BRITISH STEAMER 'NETHERTON'.

BY ORDER of the UNDER-SHIPPERS, the Undersigned are prepared to receive TENDERS for the carriage of the above Steamer as she now lies at SINGAPORE in a Fire Damaged condition.

Tenders must be delivered not later than 1st July.

GILMAN & CO., Lloyd's Agents.

Hongkong, June 19, 1907.

LABUAN COAL

THE LABUAN COALFIELDS COMPANY, LTD., are now prepared to supply Steamers at LABUAN with Good Quality LABUAN COAL, double screened and straight from the mines.

For further particulars apply to BRADLEY & CO., Agents.

Telephone Address: LABUAN, Labuan.

Hongkong, March 12, 1907.

Business Notices.

W. S. BAILEY & CO. ENGINEERS & SHIPBUILDERS.

WORKS:

KOWLOON BAY.

OFFICE & STORES:

No. 20, CONNAUGHT ROAD

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

S.S. HONAM, 2,363 tons, Captain R. D. Jones.

S.S. POWAN, 2,333 tons, Captain W. A. Valerius.

S.S. FATHAN, 2,300 tons, Captain J. Lloyd.

S.S. KINSLEY, 1,656 tons, Captain B. Brand.

S.S. KUNSHAN, 1,698 tons, Captain R. D. Jones.

Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 10 p.m.

Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday Excepted).

The S.S. POWAN will leave Hongkong every Monday, Wednesday and Friday, at 8 p.m. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5.30 p.m.

These Steamers, carrying His Majesty's Mail, are the largest and fastest on the River. Special attention is given to their Superior Service and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

Hongkong-Macao Line.

S.S. SUAN, 1,681 tons, Captain E. H. G. Singer.

S.S. SUITAI, 1,681 tons, Captain G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 a.m. from Douglas Wharf and at 2 p.m. from the Company's Wharf. On Sundays, Mondays and Chinese Festivals, leaving Hongkong at 8 a.m. from Douglas Wharf and from Macao at 5 p.m. from the Company's Wharf. On the Company's Wharf, leaving Macao at 7.30 a.m. and from Hongkong at 7.30 a.m. and 2 p.m.

Departures from Macao to Hongkong on week days at 7.30 a.m. and 2 p.m.

Canton-Macao Line.

S.S. LONGSHAN, 219 tons, Captain T. Hamlin.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 7.30 a.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 a.m.

JOINT SERVICE OF THE H.K. & M. STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE HONGKONG & MACAO STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

S.S. FATHAN, 2,300 tons, Captain J. Lloyd.

S.S. NANNING, 668 tons, Captain A. McKinnon.

Two of these Steamers leave Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m. and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Return trips take about five days. Each steamer has a Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG, (First Floor), opposite the Hongkong Hotel.

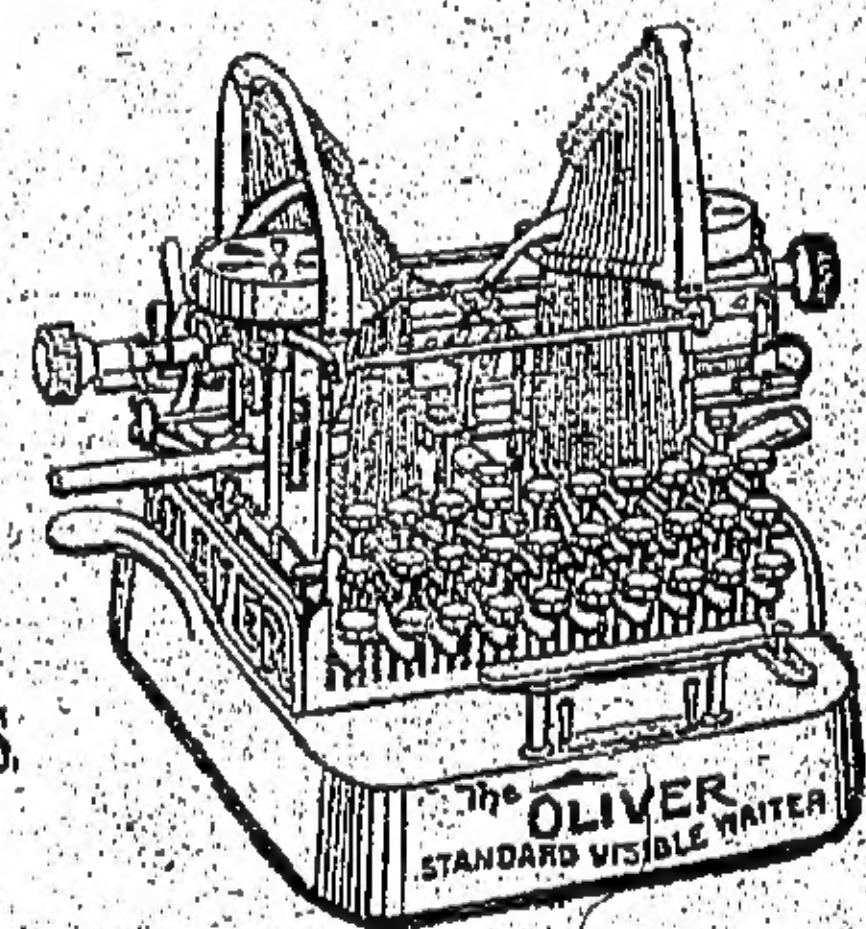
OR OF BUTTERFIELD & SWIRE.

Agents, CHINA NAVIGATION CO., LTD.

STANDARD

VISIBLE

TYPEWRITERS.



See our Latest

Special

Fraction

Keyboard.

THE OLIVER TYPEWRITER Co., LTD., are prepared,

during the stay of their SPECIAL REPRESENTATIVE in HONGKONG,

to take OLD TYPEWRITERS of any make or condition in part

payment for OLIVERS. This is an opportunity to have your

Office up-to-date.

No. 1, Prince's Buildings.

Hongkong, June 11, 1907.

PATELL & CO., SHAM EEN CANTON.

GENERAL STOREKEEPERS,

WHOLESALE and RETAIL.

DEALERS IN

WINES and SPIRITS.

Export & Import Merchants,

AND

Commission Agents.

WASHING BOOKS.

(In English and Chinese).

WASHERMAN'S BOOKS, for the use

of Ladies and Gentlemen, can now

be had at this Office. Price, 50 Cents.

CHINA MAIL OFFICE, Queen's Road

Central.

THE CARLTON HOUSE HOTELS

Nos. 8 & 10, Ice House Street.

REDUCED SUMMER RATES.

For Daily and Permanent Boarders.

AIRY ROOMS, CUISINE A SPECIALTY.

COMFORTS OF RESIDENTS STUDIED.

FOR RATES, APPLY TO

THE MANAGER.

Dentistry.

DR. HARRY FONG,

AMERICAN TRAINED DENTIST.

ELITE, TRICAL and Latest Improved

Appliances.

21, QUEEN'S ROAD CENTRAL.

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A. LING & Co.

FURNITURE STORE

HAVE THIS DAY

REMOVED TO

No. 16, QUEEN'S ROAD CENTRAL.

(Next to

KUIN and KONG).

Hongkong, February 1, 1907.

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THE BACK DOOR.

A SKETCH OF WHAT MIGHT

HAPPEN.

Reprinted from the CHINA MAIL.

To be had at the CHINA MAIL Office

8, Queen's Road Central.

Price

50 Cents.

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Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED

SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON.

BELL'S ASBESTOS

THE MOST RELIABLE PACKING FOR MARINE ENGINES.

BEWARE OF IMITATIONS. SOLE MANUFACTURERS:

BELL'S ASBESTOS CO., LTD., LONDON.

LARGE STOCK OF PACKINGS, JOINTINGS, &c., ALWAYS IN HAND

OFFICE—3, DES VOEUX ROAD.

LANE, CRAWFORD & CO.

SUMMER UNDERWEAR

in Gauze, Wool, &c.

LIGHT ZEPHYR SHIRTS

White and Coloured.

TIES, WAISTCOATS, BELTS.

TROPICAL SWEATERS.

BATHING COSTUMES.

LANE, CRAWFORD & Co.

Hongkong, June 17, 1907.

THE HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CHIC.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY

MOBILISED TERMS AND NO EXTRAS

A. F. DAVIES, Manager.

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Business Notices.

GREEN ISLAND CEMENT CO., LTD.

PORTLAND CEMENT

In Casks of 375 lbs. net, \$4.50 per Cask, ex Factory.

In Bags of 250 lbs. net, \$2.70 per Bag, ex Factory.

Shewan, Tomes & Co.,

GENERAL MANAGERS.

ANNUAL SALE

FAIRALL & CO.

ARE OFFERING THE

WHOLE

of the Stock at Greatly Reduced

Prices

COMMENCING ON MONDAY,

JULY 1st, 1907.

7 & 9, Pedder Street.

OCCIDENTAL HOTEL

KOWLOON.

A QUIET, COMFORTABLE, COOL and WELL-FURNISHED HOTEL for

RESIDENTS and TOURISTS.

ELECTRIC LIGHT and FANS THROUGHOUT.

Terms Very Moderate.

For Special Terms

Intimations.

G. FALCONER & Co.,
WATCH-MAKERS AND JEWELLERS.
HOTEL MANSIONS.

NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.
G. FALCONER & Co. are Agents for ROSS'S FAMOUS TELESCOPES, and
SINGULAR, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS and BOOKS.

SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

M. MUMEYA,
JAPANESE ARTIST AND PHOTOGRAPHER.
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN ORAYON.
ALL KINDS OF WORK DONE FOR AMATEURS.
VERY FINE PANORAMIC VIEWS OF HONGKONG.
8A, QUEEN'S ROAD CENTRAL.

TYPEWRITERS! TYPEWRITERS!!

Typewriters repaired, cleaned,
overhauled, and broken parts
duplicated under expert
supervision.

Old Machines Renovated. Terms Very Moderate.

SATISFACTION GUARANTEED.

BICYCLES

FOR SALE, REPAIR, EXCHANGE AND HIRE.
THE DRAGON CYCLE CO.,
11, D'Aguiar Street.

Hongkong, February 16, 1907.

DINNEFORDS

The Universal Remedy for Acidity of the
Stomach, Headache, Heartburn, Indigestion,
Bile, Eructations, Bilious Affections.

The Physician's
Cure for Gout,
Rheumatism and Gravel.
Safest and most
Effective Agent
for
Regular Use.

DINNEFORDS
MAGNESIA

MAGNESIA

USE ONLY & USE ALWAYS

ATKINSON'S

MOST
REFRESHING.

A LUXURIOUS PERFUME
IN HEALTH.

Far Superior
to the
German Kinds.

A NECESSARY
RESTORATIVE
IN SICKNESS.

EAU DE COLOGNE

THERE IS NO DOUBT
THAT

where ENO'S 'Fruit Salt' has been taken in the earliest stages
of a disease it has in innumerable instances prevented a serious
illness. The effect of

ENO'S 'FRUIT SALT'

upon any disordered, sleepless, or feverish condition is simply
marvellous and unsurpassed. In fact it

IS

NATURE'S OWN REMEDY

CAUTION.—Examine the wrapper and see that it is marked ENO'S 'FRUIT SALT',
otherwise you have the inferior form of 'Fruit Salt'—IMITATION.
Prepared only by J. C. ENO, Ltd., 'FRUIT SALT' WORKS, LONDON, S.W.
Eng. by J. C. ENO'S Patent.
Sold by Chemists and Stores everywhere.

It pays you to buy the best,
& the best of all cocoas

van Houten's
Cocoa

Try it.

It is a pure soluble cocoa with a delicious natural
flavour which you cannot fail to enjoy.

"Pure and unadulterated."—THE LANCET.

"Perfect in flavour. Pure and well prepared."

—BRITISH MEDICAL JOURNAL.

"A perfect beverage, combining strength,
purity and solubility."—MEDICAL ANNUAL.

BEST & GOES FARTHEST.

Intimations.

MITSU BISHI GOSHI KWAISHA
(MITSU BISHI CO.)
COAL DEPARTMENT
MARUNO-UCHI, TOKIO.

Office Address: 'IWASAKI,'
Which applies to all Branch Offices.
All A B C 5th Edition, Western Union
Codes used.

All Letters Addressed—
MANAGER, MITSU BISHI CO.,
with name of place used.
BRANCH OFFICES—
NAGASAKI, MOJI, KOBE, KANRITSU,
SHANGHAI, HONGKONG AND HANKOW.

AGENCIES:

YOKOHAMA: M. ASADA, Esq.
OHMIKAWA: Messrs GRADING & Co.
MANILA: Messrs MAONDRAY & Co.

SOLE PROPRIETORS of Takasima,
Ochi, Shimizu, Nanzatsu and Kami-
Yamada Collieries and also Hojo Colliery,
which will shortly be ready to produce on a
large scale the best Steam Coal.
The Head and Branch Offices and the
Agencies of the Company will receive any
order for Coals produced from the above
Collieries.

T. MATSUKI, Manager, Hongkong,
No. 2, PRINCE STREET.
Hongkong, April 25, 1906.

TIME IS
MONEY

WHEN invested in study with the
International Correspondence
Schools of Scranton. An hour a day
will prepare you for technical work
and examinations. These are a few of
our courses:

Civil Engineering. Navigation.
Architecture. Book-keeping.
Marine Engineering. Illustrating.
Elec. Engineering. Refrigeration.
English Branches. Stenography.
Mechanical Drawing. Plumbing.
Stationery Eng. Textiles.
One Engineering. Mining.
Locomotive Eng. Prospecting.

FRENCH, GERMAN & SPANISH
by
PHONOGRAPH.

For FULL INFORMATION WRITE

GENERAL AGENCY, I.C.S.,
Box M, 429, MANILA.

Hongkong, May 2, 1907.

J. EYER
DISINFECTANT
P. EYER
F. EYER
G. EYER
T. EYER
SOLE AGENTS.
W. G. HUMPHREYS & CO.
BANK BUILDINGS.
Hongkong, May 13, 1906.
PEAK TRAMWAYS COMPANY.
LIMITED.

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 7.30 a.m. Every 30 minutes.
7.30 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 15 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 p.m. Every 15 minutes.
12.00 p.m. to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 15 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 15 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 5.30 p.m. Every 15 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15
p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 15 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 p.m. Every 15 minutes.
12.00 p.m. to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 15 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 15 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 5.30 p.m. Every 15 minutes.

NIGHT CARS as on Week Days.

8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15
p.m. every half hour.

SPECIAL CARS by Arrangement at the
Company's Office, ALEXANDRA BUILDING,
Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

PREACHING THE GOSPEL
IN
JAPAN AND TIBET.

By Prof. E. H. PARKER.

On sale at the 'China Mail' Office,
Queen's Road Central.

Price, 60 Cents.

CRICKET AND GOLF.

Mr Jessop Makes an Interesting
Comparison.

From the moment of my becoming a
cricketer on the royal and ancient pastime
up to the present time the question as to
which game presents the more difficulties
to the beginner has frequently been
running through my mind. I have debated
the point with others placed in the same
position as myself, namely that of a player
who has taken to golf after a lengthy career
in the cricket field. On the whole,
opinions, I found, were very evenly
divided. For my part, I plumped unreservedly
for golf as being the more difficult game.
It is not so much in the matter of
"bunkers" wherein the difficulty lies as it
is in the method and skill which has to be
acquired for the proper achievement of the
different strokes. One finding alone is
required by a batsman for the furtherance
of his object of run-making, but even the
most unpretentious of his golfing brethren
cannot engage in his favourite pursuit
without at least five clubs in his bag. This,
of course, is an unnecessarily moderate estimate
of the amount of implements necessary for
the game, but although seven or eight clubs
would be about the average number, yet
the lesser quantity would be sufficient—at
any rate, for a humble beginner.

Now, presuming that the driver can be
dispensed with, and some of the troubles
which beset the "putt" have become
retrospective, his outfit would consist of—
let us say—a brassie, an iron, a masher, a
gibber, and a putter. With the exception
of the resemblance which exists between
the masher and the niblick, all the other
instruments are entirely different and each
of them requires a different method of
manipulation. Small wonder if, at the
outset, the beginner finds matters very
puzzling. Even to the mature golfer
accidents, such as had "lies" place
a considerable tax upon his ready resources.
It is different with the "driver" and the
never finds himself in a dilemma of this
description. He has not to think
whether he shall take his heavy or his
light iron to Rhodes or his niblick to
Horseshoe. He has only his driver.

Even the small matter of "gripping" a
golf club is by no means a simple one.
In fact, it is the greatest difficulty to him
who has been used to holding such a large
instrument as a cricket bat. By reason of
its size one must grip a bat tightly, and,
moreover, with the right hand. Every
moment of our golfing life the gospel of the
"loose grip" is being preached to us.

The simple "driver" and the "tee" are
the most essential in the "driver" and yet
here even scratch players frequently come
to grief.

In the sweeping of the ball off the "tee"
there are so many things to remember.
One has to be so careful as to one's
"grip" that the "stance" has to be
worked about, the swing of the body when
actually playing the ball, the follow
through after contact, and, lastly, and
most important of all, he must remember
that with an "iron" he must carry in
his mind's eye, he so constantly does one
of the many things he is warned against
and "fences".

The cricketer, although he has to pay
particular attention to the proper use of
his feet, is not troubled in the matter of
"stance" or "pull". He may hit the ball in
the opposite direction to which he intended,
and he is frequently being rewarded for
accomplishing unexpectedly the "leg cut."

But the golfer, though he may occasionally
benefit from a "topped" masher shot which
when fortune turns him in this respect
he can successfully remark is "too good as
a better," seldom escapes the penalty arising
from a bad stroke. Under favourable condi-
tions, such as a fast wicket for the cricketer
and fine weather for the golfer, the former
has much the better of the argument.

But although frosty weather and muddy
greens do not bring unalloyed happiness to
the golfer, yet when sticky wickets begin to
make their presence felt no difficulty that
he has experienced is quite so great as that
presented to his "fabled" brother.
But even this weighty handicap of a sticky
wicket does not level up the question as to
which game possesses the most difficulties.
Cricket is entirely a summer game, and as
such is fought out—except for an occasional
visit of the journalist's friend "Jupiter
Pluvius"—under favourable circumstances;
whereas golf is pursued all the year round
—come rain or shine.

THE SIMPLICITIES OF CRICKET.

It is a mistake to suppose that, because
a cricketer is able to negotiate successfully
a cricket ball hurtling along at excessive rate,
the striking of a stationary ball is to him a
much easier task. Quite the reverse—it is
more difficult. The bat being a larger in-
strument gives him a greater latitude for
manoeuvre. If he does edge the ball he
does not always suffer for it. Occasionally
he may be bunkered in the "slips." On
the "plumb" wickets he may survive for a
long period by merely playing at the
pitch of a ball, and not by watching the
ball on to the bat, as one would do on a
sticky wicket. In other words, he does
not keep his eye on the ball, he is golfing
some. Directly he hits the ball he goes
his eye to watch the flight of it, and he
tries to do this at golf, with inevitable
disaster. Such a small object as a golf ball
would be difficult to hit accurately, even
with a cricket bat, how much more so then
to do it with a golf club!

"At cricket one may refuse to play at a
ball if one wishes—a distinct advantage to
the batsman. You ought to play the ball
wherever it may lie at golf. Yes, verily
golf is a more difficult game. To those who
have enjoyed the pleasures of both games
these few remarks will especially appeal—
but to the one-time man—he the cricketer
or golfer—a little history will be exposable.
Some will naturally like to imagine that
their own particular game, at which they
have attained some proficiency, possesses
the greater merits. But to these I would
say: Try both."

THE BELLE VIEW HOTEL
(LATE METROPOLITAN HOTEL),
SHANGHAI ROAD.

THE BATHERS' RESORT OF
HONGKONG.

A Pleasant Drive along the Sea Front,
either by Tram or Rickshaw.

BEST OF WINES, BOWLING,
BILLIARDS, &c.

A CONJUGIOUS MASHED FOR THE USE OF
BATHING AND VISITORS.

MUSICAL ENTERTAINMENT
EVERY NIGHT THROUGHOUT THE
SUMMER SEASON.

Telephone No. 393.
Hongkong, June 14, 1907.

SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE
Very palatable.

Known throughout the world and prescribed in all cases of
Anemia, Debility and Convalescence, to young women, children
and the aged, invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.
Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition
to the registered trade-mark:

(1) The WARRANTY STAMP OF THE UNION DES FABRICANTS.
(2) A METAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial
which surpasses all others by its
purity and faultless preparation. To be taken on a lump of sugar.
COMPAGNIE du VIN SAINT-RAPHAEL, Valence (Drôme-France).
CALDECK, MACGREGOR & Co., Hongkong.

To Let.

TO LET—(WELL-FURNISHED).
BIRNAM BAE, CONDUIT ROAD.

EIGHT-roomed House—Billiard Room,
with full-size Table, 3 Bath-rooms,
Drying Room, Store-room and Pantry—
Good Tennis Lawn, Electric Light and
Bells, and a Telephone.
Apply to
Care of 'CHINA MAIL' Office.
Hongkong, March 19, 1907.

TO BE LET.

AS from the 1st August next, Nos. 6,
A MORRISON HILL.
Apply to
Messrs JARDINE, MATHESON & Co.,
Ld.
Hongkong, June 23, 1907.

TO LET.

FOR 6 Weeks, from 10th July, 1907.
MAGNETS, GAY, 3-Roomed, BUN-
GALOW, Furnished and with servants.
For terms, apply to
R. H. OROFTON.
Hongkong, June 27, 1907.

TO LET.

NOS. 3 and 4, OBSERVATORY VII-
LAD, Kowloon. Moderate Rental.
Tennis Court and Electric Lights.
Apply to
ARRATTON V. APCAR & CO.,
45, Wyndham Street.
Hongkong, May 1, 1907.

TO LET.

OFFICES IN ALEXANDRA BUILD-
ING.
Apply to
A. S. WATSON & Co., Ld.
Hongkong, April 22, 1907.

TO LET.

ONE FOUR-ROOMED HOUSE, at
PRATA EAST, near East Point.
Apply to
JARDINE, MATHESON & Co., Ld.
Hongkong, January 3, 1907.

TO LET.

NOS. 38, CAINE ROAD; 2ND FLOOR,
12, QUEEN'S ROAD CENTRAL.
GREENROOF, GARDEN ROAD, Kow-
loon, Redecorated, Electric Light, Tennis
Court.
No. 1, FAIRVIEW, ROBINSON ROAD,
Kowloon.
Apply to
LEIGH & ORANGE,
1, Des Voeux Road.
Hongkong, February 19, 1907.

TO LET.

"HARPERVILLE," GARDEN ROAD,
6 Rooms with Tennis Court and
detached Servants' Quarters. Possession
from 1st Jan, 1907.
Apply to
PERCY SMITH & SETH,
Accountants, Auctioneers, &c.,
5, QUEEN'S ROAD CENTRAL.
Hongkong, January 18, 1906.

TO LET.

IMMEDIATE POSSESSION.
GODOWNS Nos. 95, 96, 97 and 100,
PRATA EAST.
Apply to
CHATER & MODY,
Victoria Buildings.
Hongkong, June 19, 1907.

TO LET.

"QUARNDON" the Peak; Furnished
or Unfurnished.
Apply, by letter, to R. HEMMINGS,
40, 'HONGKONG HOTEL'.
Hongkong, April 2, 1907.

TO LET.

NOS. 8, GRANVILLE AVENUE,
Kowloon.
Apply to
HUMPHREYS ESTATE & FINANCE
CO., LD.
Hongkong, March 27, 1907.

TO LET.

NOS. 2, HOLLYWOOD ROAD.
61, POTTINGER STREET. Imme-
diate Possession.
Apply to
ARRATTON V. APCAR & CO.,
45, Wyndham Street.
Hongkong, April 4, 1907.

TO LET.

From 1st July.
LARGE and Spacious GODOWNS Nos.
9, 9A, 9B, 9C and 10, PRATA EAST,
at present in the occupation of the Ad-
ministrators.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., Ld.
Hongkong, July 1, 1907.

TO LET.

From 1st July.
LARGE and Spacious GODOWNS Nos.
9, 9A, 9B, 9C and 10, PRATA EAST,
at present in the occupation of the Ad-
ministrators.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., Ld.
Hongkong, July 1, 1907.

TO LET.

From 1st July.
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Hongkong, July 1, 1907.

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From 1st July.
LARGE and Spacious GODOWNS Nos.
9, 9A, 9B, 9C and 10, PRATA EAST,
at present in the occupation of the Ad-
ministrators.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., Ld.
Hongkong, July 1, 1907.

For Sale.

FOR SALE.

BOUND VOLUMES

OF THE

'NEW WEEKLY'

ARE ON SALE AT THE

'China Mail' Office,

8, Queen's Road Central.

FOR SALE.

TWO VERY VALUABLE PIECES OF
LANDED PROPERTY, situated at
CANTON near the Hongkong, Canton and
Macau Steamship Company's Wharf and
facing the river. The lots contain 17
acres, more or less, and are situated in
the best of the district. The lots are
Title Deeds can be seen at the Office of the
Undersigned. For further particulars,
apply to

GOLDING & BARLOW,
Solicitors,
10, Queen's Road Central,
Hongkong, May 23, 1907.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instru-
ctions from the Executors of the Estate
of the late Mr. W. L. O. to Sell by Public
Auction, on

TUESDAY,

the 2nd July, 1907, commencing each day
at 2.30 P.M., at No. 7, CAINE ROAD,—
The Whole of the
VALUABLE HOUSEHOLD
FURNITURE

Comprising—
SIX BROOKLYN COUNTESS DRAWING
ROOM SEVEN OVERMANTLES, VELVET PIL-
LOW CASES, RUGS, LACE CURTAINS, BOOK
CASES, BOOKS (Law and Fiction), OIL-PAINT-
INGS and WATER-COLOURS, ORNAMENTS,
CHINA, FINE DINNER SERVICE and
GLASSWARE (including Silver and E.P.
Mounted Decanters and Bottles), TABLE
LIMES and NASTY, CUTLERY, BRASS
FURNITURE, &c., &c.

DOUBLE BLASS-MOUNTED BEDSTEAD, FINE
TEAK WARDROBES with BEVELLED GLASS
DOORS, MARBLE TOP WARDROBES, TOILET
TABLES, &c., &c.

One Very Fine BILLIARD TABLE by Bur-
roughs & Watts. Several Sets of IVORY
BOZZARDS and CHESSMEN. BALANCE
SPECIAL MATHS CASES, LEATHER CRANE
SCISSORS, &c.

One GRAND PIANO by Steinway and Son.
One GRAMOPHONE and about 700 RE-
CORDS, including some of the Very Best.

About 400 PICTURES, Reproductions to the
Condition. On View from Tuesday, the 25th June
onwards, including some of the Very Best.

Terms—Cash on delivery.
GEO. P. LAMBERT,
Auctioneer.

Also the Original.

**ADMIRALTY QUALITY INDIA
RUBBER SHEET. (Invincible
Brand.)**

MADE OF

THE "RED ANGUS" SHEET.

All Genuine Goods stamped with
our Trade Mark.

Agencies in Colombo, Bombay,
Rangoon, Shanghai, &c.

Manufactured only at 28, New Oxford Street, London. Sold by all Chemists and Medicine Vendors.

Banks.

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL.....£1,600,000
SUBSCRIBED.....£1,150,000
PAID UP.....£682,000
RESERVE FUND.....£170,000

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts
at the rate of 2% per annum on the Daily Balance.

ON FIXED DEPOSITS:—

For 12 Months.....	4	%
6 "	3	%
3 "	2	%
S "	1	%

EVAN ORMISTON
Manager.

Hongkong, May 1, 1907.

RUSSE-CHINOISE BANQUE
ORGANISED UNDER IMPERIAL DECREE
10TH DECEMBER, 1906.

CAPITALRoubles 15,000,
CAPITAL contributed by CHINESE
GOVERNMENT ...5,000,000 K. R.
RESERVED FONDRoubles 4,416,
HEAD OFFICE—St. PETERSBURG
London Office: 41, Threadneedle St.,

BRANCHES AND AGENCIES :—

Amoy	Kohkan	Peking
Antwerp	Kiacha	Samarland
Blagowest-	Kiujin	San Francisco
chenak	Kube	Shanghai
Bodabho	Kiudai	Sourabaya
Best	Kessarsiek	Tashkend
Celeuta	Kwantcheide	Tchita
Chefoo	Liacyang	Tchougout
	London	Tiolin

Hakhdado	Moncow	Tatishar
Hankow	Moukden	Vernon
Harbin	Nagasaki	Wink
Hankow	Norwegian	Verny
Irkutsk	Nicolajewsk	Wladivostok
Kalgan	Oulanabat	Yokohama
Kashgar	Ourga	Zelikala
Khabarovsk	Paris	Friletan

BANKERS :

LONDON—Glyn, Mills, Curdie & Co.
PARIS—Compóirte National d'Esco
 de Paris. Banque de Paris
 Pays Bas.
BERLIN—Mendelssohn & Co.
HAMBURG—B. M. Warburg & Co.
VIENNA—K. K. Priv. Oesterr.
 Anstalt für Handel Gewerbe.
AMSTERDAM—Lippmann, Ros
 & Co.

Interest Allowed :

Current Accounts in Dollars 2 1/2 per
 cent annum on credit balances of
 over \$100.
 Fixed Deposits. Terms on appli

for Russian exchange. Foreign ex-
on the principal cities of the world
and sold.

E. FREYVOGEL, Man-
HONGKONG BRANCH:
PRINCE'S BUILDING
Hongkong, April 1, 1907.

**WEEKLY NEWS
FOR HO**

The Overland China

Published to suit the De-
of each English and
Mall Steamer to Euro-

FULL REPORT

AND THE LATEST INTELLIGENCE
(Commercial, Shipping, etc.)
The best paper for posting to
home.

**\$17 per Annum (including
The China Mail, Ld.,
8, Queen's Road Central**

Following upon the great excitement aroused among the junior members of Oxford University by the giving by the Church of the headship of the river, and the great success of Merlon in the b. races, says the "Standard" of June 1, "an attempt was made on Wednesday night to set fire to the stand erected upon the opposite ground, which adjoins the Church meadow and Merton fields."

The desa, however, had been notified and certain precautionary measures taken. A force of police had been engaged by committee, and the members of this body were reinforced by the strength of Volunteer Fire Brigade, who attended to one of their steam fire engines.

The fire brigade were then summoned and directed their hose upon the crowd, but owing to the state of excitement of the young men, this had no effect in stopping the rush, and a free fight ensued, the police were compelled to use batons and truncheons, but they were completely outnumbered, and consequently fell back, confining their exertions to an endeavor to preserve the grand stand.

Meanwhile the crowd swarmed over the ground, cut the hose, and set fire to scorpions' tent, the flames being fanned by a large number of chairs and the timber lying about the ground. So the attempts were afterwards made to get footing on the stand, but the firemen failed to replace their hose, the assailants either washed off or thrown off by the police.

The excitement lasted until some twelve o'clock, when the underground gradually dispersed, having it is said committed damage to the extent of a hundred pounds. No arrests were made and it was only owing to the forbearance of the police that the consequences were not much more serious.

Hot's

**KING EDWARD
HOTEL.**

**A HIGH-CLASS PRIVATE
HOTEL.**

Ladies' Afternoon Tea Rooms,
Private Bar and Billiard
Hot and Cold Water throughout.
Electrically Lighted.
Electric Fans (if required).
Electric Passenger Elevator to each

Table D'Hotel at Separate Tab
TELEGRAPHIC ADDRESS:
"VICTORIA," Ho
For terms, &c., apply to the
MANAGER
132

THE BEST BILLIARD TABLES
IN THE COLONY ARE AT
THE KOWLOON HOUSE
CABLE ADDRESS 'CHE
KOWLOON.

A High-class Tourist's Hotel and
 1000 Management. First-cl
 sine, Beautiful Garden.
 MODERATE CHARGES.
J. W. OSBORN

VICTORIA HOTEL
TELEGRAMS, VICTORIA, SHAN

SHAMSEEN, CANTON
ON THE BRITISH CONSUL
F. E. DE BEAUREPAIRE,
MACAO HOTEL

BOTH Hotels Electrically Lighted
under Experienced European Management.

Every Comfort and Convenience
for the Travelling Public,
Wholesale and Retail.
Wm. FARVER, Proprietor.
Capt. T. AUSTIN, Agent.

* Chief of Vice Admiral Sir W. Arthur Moore, Commander-in-Chief,

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captain.	
Emperor Franz Joseph I	Austro-Hungarian cruiser	4308	19	8000	Capt. Wilhelm Facher.	Hongkōn

Achéron	French armoured cruiser	1786	10	1700	Lieut. Forret	Hải Phòng
Adour	French reoivig-ship	—	—	—	Lieut. Merle	Haiphong
Alger	French cruiser	3000	—	—	Capt. Fournier	Saigon
Alouette	torpedo-boat	123	—	600	Commander Kerhuot	Oyo Se-Jamot
Argus	French gunboat	616	—	160	Lieut. Jeannel	Quang
Armande	French gunboat	616	10	1000	Lieut. Hue	Saigon
Decadée	French gunboat	11,242	—	—	Lieut. F'Esos	Chicoo
D'Entrecasteaux	French cruiser	3845	14	5500	Capt. Tracou	Saigon
Descartes	French cruiser	3845	38	53,000	Comdr. Amet	Kiulianp
Dupetit-Thouars	French armoured cruiser	10,014	—	—	Lieut. Coqueville	Saigon
Eurycyon	French sub-marine	303	7	6300	Lieut. Garreau	Saigon
Francisque	French destroyer	350	7	303	Lieut. Saint-Saës	Hongkong
Frédéric	French destroyer	3378	56	20,500	Captain Ridoir	Saigon
Gauguier	French cruiser	3700	—	—	—	Yokohama
Guichen	French cruiser	—	—	—	Lieut. Portier	Saigon
Henri Rivière	French gunboat	200	6	368	Lieut. Corlozet	Haiphong
Jacquin	French gunboat	367	7	300	Comdr. Sagot-Duvernois	Saigon
Javelin	French destroyer	1250	6	2200	Commander Simon	Saigon
Kersaint	French cruiser	—	—	—	Lieut. Armbruster	Saigon
Lynx	French sub-marine	—	—	—	Capt. Martel	Saigon
Montcalm	French cruiser	3700	12	18,600	Lieut. du Châtelier	Saigon
Montcalm	French destroyer	307	6	800	Capt. Grillet	Quangking

Oly	French gunboat				Lieut. Lavastore	Hongkong
Penba	French gunboat				Lieut. de Reinach Weill	Hongkong
Pistolet	French torpedo-boat	350	7	200	Lieut. Glorioux	Saigon
Portes	French sub-marine*				Lt. Vincent de Bachmann	Saigon
Rapier	French torpedo boat				Roussier	Saigon
Redoutable	French battleship	9457	8	6701	Lieut. Lobati	Hongkong
Sabre	French destroyer				Capt. Dupont	Saigon
Styx	French gunboat	1748	10	1700	Capt. Terquem	Saigon
Taking	French gunboat	270	6			Yamaguchi
Taken	French destroyer	6150	23	4550	Lieut. Bragdon	Hongkong
Vaulant	French battleship (reserve)	123	7	500		
Vigilance	French gunboat					
First Division						
Itaque	German fishguard	10,600	35	14,000	Commander Wilken	Kiautschow
Hitler	German gunboat	900	10	1800	Captain Kessel	Hongkong
Jaguar	German gunboat	900	10	1800	Command. Count von P. Wehne	Tientsin
Leipzig	German cruiser	3230			Command. von Rettkich Panthau	Hongkong
Ludwig	German cruiser	900	10	1344	Command. Baiken	Tientsin
Nicola	German cruiser	2609			Capt. Witschal	Amoy
S. 90	German torpedo-boat	430			Lieut. Jockob	Tientsin
T. 40	German torpedo-boat	220			Lieut. Kasse	Tientsin
T. 20	German torpedo-boat	220	10	1200	Command. von Koss	Japan
T. 21	German gunboat	225	5	1000	Capt. Lieut. Pertsch	Canton River
T. 22	German river gunboat	225	5	500	Capt. Lieut. Tressaint	Legation River
T. 23	German river gunboat	225	5	500	Lieut. Mr. Fischer	Legation River

Venezuela	German river gun boat	—	—	—	Baron de Saint Pierre	Shanghai
Venezuela	Italian cruiser	2145	—	—	—	Dacca
Venezuela	Portuguese gunboat	720	—	—	Captain Meideros	—
Rio Lima	U. S. gunboat	—	—	—	Ensign A. K. Shoup	Filippine
Asayit	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Woodward	Japan
Bainbridge	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Irwin	China
Barry	U. S. gunboat	600	10	218	Ensign Guy Witlock	Canton
Callao	U. S. gunboat	3100	25	4500	Commander Alex. Sharp	Hankow
Chattanooga	U. S. cruiser	420	19	750	Lieut. F. P. Jessop	Manila
Chavez	U. S. torpedo-boat destroyer	2213	19	750	Comdr. Quinby	Amoy
Cincinnati	U. S. cruiser	13,500	—	—	Capt. S. Stanton	Filippine
Colorado	U. S. cruiser	—	—	—	Comdr. C. J. Bouch	Manila
Concord	U. S. gunboat	450	7	8000	Reserve	Manila
Dale	U. S. torpedo-boat destroyer	420	7	8000	Reserve	Manila
Deacon	U. S. torpedo-boat destroyer	400	10	200	Lt. Comdr. J. T. Jayne	Hongkong
Florida	U. S. gunboat	3100	25	1400	Capt. Jas. McLean	Shanghai
Greenland	U. S. cruiser	1387	8	1800	—	Shanghai
Holma	U. S. gunboat	13,500	—	—	Capt. T. O. McLean	Kobe
Pennsylvania	U. S. battleship	13,500	—	—	Capt. R. W. Ingersoll	Manila
Maryland	U. S. battleship	3090	6	2000	—	Manila
Monmouth	U. S. monitor	201	3	250	Ensign J. W. Hayward	Canton
—	U. S. gunboat	—	—	—	Ensign A. B. Reed	Manila

Patuxa	U. S. gunboat	683	—	—	Comdr. Steadfast	Monroe
Pathfinder	U. S. gunboat	—	—	—	Lieut. O. R. Train	Nanking
Quiros	U. S. gunboat	—	14	—	Comdr. Hodges	Nashua
Rainbow	U. S. cruiser	8213	18	7560	Capt. F. F. Fletcher	Nashua
Raleigh	U. S. cruiser	—	—	—	Capt. Milton	Nashua
Rest Virginia	U. S. flagship	13,500	—	—	Lieut. F. L. Flaney	Hankow
Villalobos	U. S. gunboat	347	3	560	—	Nashua
Wilmington	U. S. gunboat	1382	8	1894	Commander W. L. Rodgers	Nashua

* Flagship of Rear-Admiral Joseph Hemphill.

[illegible]

+ Flagship of Rear-Admiral de Figue de Jaqueiro, Second-in-Command.

ADVERTISEMENTS.
THE Attention of Advertisers is drawn to the Latest Hours for receiving Communications for ADVERTISING.
REFORM IN CHINA.
 BEING a letter addressed to Rear-Admiral Lord CHARLES BEESBROOK, O.B., M.P. And an article in reply to the same, by
 By G. TAYLOR, L.M. C. S. With Woodcut.

Alterations and additions to Advertisements on Pages 2, 3, 6 and 7, should be sent to our Office at 5, Wyndham Street, not later than 11 a.m. No Advertisements to be changed after 11 a.m. at B. Dugan's Office.

Resid. Central. CHINA MAIL Office, 5 Wyndham
 Road Central before 3 p.m. Price 50 Cents. Hongkong
 Motor. THE CHINA MAIL, LD.

Figure 1. The effect of the concentration of the *Ag* on the \log_{10} of the *E. coli* concentration in the *Ag*-containing medium. The *Ag* concentration was 0.01, 0.05, 0.1, 0.5, 1, 5, 10, 50, 100, 500, and 1000 $\mu\text{g mL}^{-1}$. The *E. coli* concentration was 10^8 cells mL^{-1} at the beginning of the incubation. The incubation was performed at 37 °C for 24 h. The \log_{10} of the *E. coli* concentration was determined by the plate count method. The data were expressed as the mean \pm SD of three independent experiments.

BY TELEGRAPH.

THE CANTON VICEROY.

Chau-fu's Departure.

(Chinese Mail's Service.)

CANTON, June 30.

His Excellency Chau-fu has to-day handed over the official seals to the Provincial Treasurer Wu Sheng Lin. He has been appointed to administer the Government of the Liang Kwang, pending the arrival of the new Viceroy. The Tuotai of Kinslow and Ngichun are Provincial Treasurers, and Li Shou has taken the post as Chief Justice. It is stated here that His Excellency Chau-fu has left for Hongkong on board the cruiser.

CHINESE MINISTER TO BELFAIN.

Lord Li Goes.

(Chinese Mail's Service.)

PEKING, June 30.

His Excellency Lord Li Ching-Fong, who has been appointed Chinese Minister to London, left Peking on the 27th instant.

A NAVAL SCANDAL.

Committee's Condemnatory Report.

LONDON, June 23.

His report of the Canton Public Accounts refers to grave irregularities among the petty officers of the Royal Navy in accepting commissions from contractors.

It is mentioned in the report that the officers of the King Edward VII. wilfully falsified a defective rudder, a fact disclosed by a dismissed employee.

The report condemns the system of meeting out, without competition, the work, with to keep secret the plans of the ship.

The death is announced from Penang of Francis Donald McIntyre, the well-known conveyancer, at the age of fifty-one. Deceased was a brother of Mr. A. McIntyre, Superintendent of the Consular Department of the Singapore Municipality.

W. H. Trenchard Davis left the colony on the Alderham on Saturday, En route for Australia and thence to England via America, and will be away several months. He expects Mr Davis in Sydney. Mr. Foster has charge of the Commercial and Consular business during Mr Davis' absence.

Writing on June 29 the Canton correspondent says: The Rev. Jas. L. Barton, one of the secretaries of the American Congregational Foreign Mission Board, and Rev. Edward C. Moore, D.D., member of the Prudential Committee of the same, who is one of the faculty Harvard University, are in Canton, especially interested in the work of their Board. The work is the oldest American Mission in China and was started here in 1857 by Rev. E. S. Bridgman who was for years a companion of Robert Morrison. Dr. Barton and Dr. Moore are the Rev. C. A. Nelson, who is in the office of the Congregational Mission work in the city.

The Chinese crew for the Nopu trade will be carried by the steamship Ijara, when it starts for the North, says a Vancouver newspaper of May 20. The vessel is to take the crew and after making a stop at Nopu will return to the mainland. This will be the first time in the history of Nopu shipping that the Chinese crew will have gone out on a steamer. Although the Chinamen are good, firewater addicts, like the crew, there is some speculation among the Europeans as to how they will stand the cold weather of the Bohing. The ice will scarcely be gone from the vicinity of Nopu when the crew arrive there and the weather will be very cold. The Chinese, according to the captains, make excellent sailors so the ships are kept in a warm harbor where the crew can live practically decked. In cold weather, however, the crew prove of little use. The Chinese law prevents their entrance to the United States for service on coastwise vessels. The average pay of the Chinamen is \$8 a month, while on the coastwise vessels in this country are paid and also receive overtime. The first cargo to this port from Seattle, which has been received to Nopu. The cargo and Plebeas, however, are to be sent in the Nopu trade throughout the season. These vessels will make four trips this season, according to the present charterers.

COLIC AND DIARRHOEA.

Is in the stomach, colic and diarrhoea are quickly relieved by the use of Chamberlain's Colic, Cholera and Diarrhoea Remedy. When in need of such a remedy give it a trial. For sale by all druggists and stockholders.

Shipping.

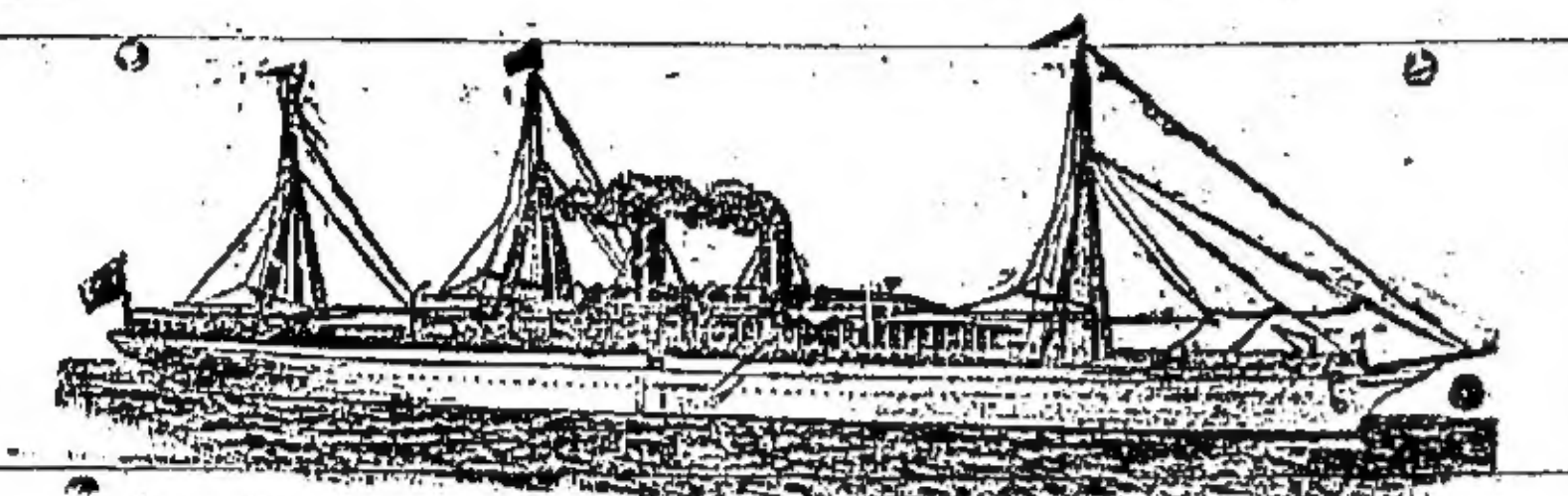
PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI, MOJI, KOBE (SIMLA) AND YOKOHAMA	(Capt. C.D. Golden, R.N.R.)	July	Passage.
SHANGHAI	DELHI (Capt. J.D. Andrews, R.N.R.)	About 11th	Freight and Passage.
LONDON, via USUAL PORTS	CHINA (Capt. E. Street)	Noon, 13th	See Special Advertisement.
MARSEILLES, LONDON (SYRIA) AND ANTWERP	(Capt. D. O. Garcon, R.N.R.)	About 17th	Freight and Passage.

P. & O. S. N. Co.'s Office. E. A. HEWITT, Superintendent.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



LUXURY-SPEED-PUNCTUALITY.
The only Line that MAINTAINS a Regular Schedule Service of 11 Days across the PACIFIC in the 'EMPERESS LINE'. SAVING 5 to 10 DAYS OCEAN TRAVEL. 11 DAYS YOKOHAMA TO VANCOUVER. 18 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).
R.M.S. LEAVE HONGKONG ARRIVE VANCOUVER
EMPERESS OF CHINA 6000 TONS THURSDAY, July 4, 1907, July 22.
ATHENIAN 3882 TONS WEDNESDAY, July 17, 1907, Aug. 10.
EMPERESS OF INDIA 6000 TONS THURSDAY, Aug. 1, 1907, Aug. 19.
MONTAIGLE 6163 TONS WEDNESDAY, Aug. 14, 1907, Sept. 7.
EMPERESS OF JAPAN 6000 TONS THURSDAY, Aug. 29, 1907, Sept. 16.
TARTAR 4425 TONS WEDNESDAY, Sept. 11, 1907, Oct. 5.
* EMPERESS Steamers will depart from Hongkong at 4 p.m. Intermediate Steamers at 12 Noon.

THE shortest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA AND VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Steamer, and at Quebec, with the Company's new palatial EMERESS Steamships, 14,500 tons register. The through transit to Liverpool being 22 1/2 days from Yokohama, and 29 1/2 days from Hongkong.

R.M.S. MONTAIGLE, TARTAR AND ATHENIAN CARRY INTERMEDIATE PASSENGERS only at intermediate rates, affording superior accommodation for that class. Passengers booked through to all points and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
CORNER PRINCE STREET AND PRINCE, Opposite Blake Pier.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES
MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	KANAGAWA MARU, Capt. N. Ono, Tons 6169	WEDNESDAY, 10th July, at Daylight.
	WAKASA MARU, Tons 6265	WEDNESDAY, 24th July, at Daylight.
VICTORIA, B.O. and SEATTLE, via SHANGHAI, MOJI, KOBE AND YOKOHAMA.	RIJUN MARU, Capt. G.S. Lippard, Tons 4800	TUESDAY, 9th July, at Daylight.
	KAGA MARU, Tons 6301	TUESDAY, 23rd July, at Daylight.
SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.	YAWATA MARU, Capt. T. Harrison, Tons 5817	FRIDAY, 12th July, at Noon.
	NIKKO MARU, Capt. E.W. Haswell, Tons 5539	FRIDAY, 9th August, at Noon.
GENOA, LONDON, ANTWERP, via MANILA, SINGAPORE, COLOMBO, SUZ and PORT SAID.	COLOMBO MARU, Capt. O. A. Lee, Tons 4700	SATURDAY, 6th July, at Noon.
BOMBAY, via SINGAPORE, PENANG, MADRAS AND COLOMBO.	KAGESHIMA MARU, Capt. T. Arakawa, Tons 4295	MONDAY, 1st July, at Noon.
NAGASAKI, KOBE AND YOKOHAMA.	NIKKO MARU, Capt. E.W. Haswell, Tons 5539	WEDNESDAY, 10th July, at Noon.

* Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round the World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail. For further information as to Freight, Passage, Sailings, etc., apply to the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

A. S. MIHARA, Manager.

130

GREAT NORTHERN STEAMSHIP COMPANY
Operating the New Twin Screw Steamship
MINNESOTA -
23,000 TONS
BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG AND SEATTLE, U. S. A.

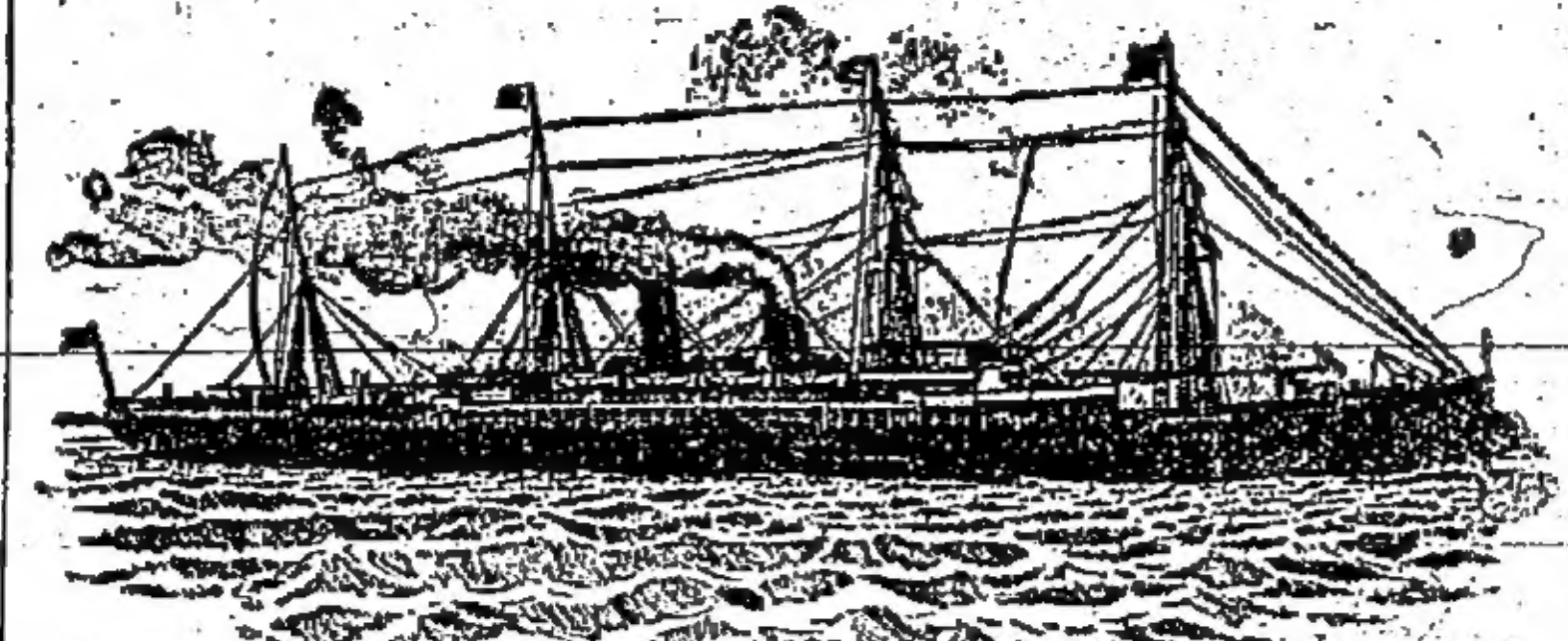
Sailing Dates Subject to Change.
'MINNESOTA', Captain O. F. Austin, { On WEDNESDAY, 31st July, at Noon.

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.
LUXURIOUS PASSENGER ACCOMMODATIONS—Suites and State-rooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, etc.
Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.
For convenience of coastwise cabin passengers return tickets are interchangeable with regular mail lines between Japan, China and Hong Kong.
For full information regarding freight or passage apply to
NIPPON YUSEN KAISHA, Agents.

Shipping.

PACIFIC MAIL S.S. CO., OCCIDENTAL AND ORIENTAL S.S. CO., TOYO KISEN KAISHA.

U.S. MAIL LINES.
VIA HONOLULU.
TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the PACIFIC, via HONGKONG, on Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	TONS	SAILING DATES
MONGOLIA	27,000	TUESDAY, 2nd July, at Noon.
NIPPON MARU	11,000	TUESDAY, 9th July, at Noon.
DORIO	9,500	SATURDAY, 20th July, at Noon.
COTICO	9,500	SATURDAY, 27th July, at Noon.
HONGKONG MARU	11,000	TUESDAY, 6th Aug., at Noon.
KOREA	18,000	FRIDAY, 16th Aug., at Noon.
AMERICA MARU	11,000	SATURDAY, 24th Aug., at Noon.
SIBERIA	18,000	SATURDAY, 31st Aug., at Noon.
CHINA	10,200	SATURDAY, 7th Sept., at Noon.

Yokohama to San Francisco, via KOREA, 18,000 tons, September 18-27th 1907; 10 days, 11 hours and 5 minutes.
San Francisco to Honolulu, via SIBERIA, 18,000 tons, August 16th-20th, 1907; 4 days, 19 hours.
San Francisco to Yokohama, via SIBERIA, calling at Midway Islands and Honolulu en-route, August 18th-31st, 1907, 13 days, 13 hours.
Yokohama to San Francisco, via SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1907; 10 days, 10 hours and 29 minutes.

THE P. M. Steamship MONGOLIA will be despatched from Hongkong to SAN FRANCISCO, via SHANGHAI, NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA AND HONOLULU, on TUESDAY, the 2nd July, 1907, at Noon, taking cargo for Japan and the United States.
SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.
For further information as to Passage and Freight, apply to the Agency of the Company, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

PORTLAND & ASIATIC S.S. CO.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, KEELUNG, MOJI, KOBE AND YOKOHAMA, FOR PORTLAND, OREGON, CORRELATION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMERS. TONS. CAPTAINS. TO SAIL ON.
NUMANTIA 4571 H. FELDTHANN July 15, at Noon.
ARABIA 4483 MEYERSTEIN Aug. 7, at Noon.
ALEXIA 5167 JOHN ERNST Sept. 4, at Noon.
Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
S. SILVERSTONE, Agent.

CHINA NAVIGATION CO., LD.

FOR **STEAMER** **TO SAIL**
MANILA 2nd July, at 4 p.m.
HONGKONG 3rd July, at 4 p.m.
HONGKONG 4th July, at 4 p.m.
HONGKONG 5th July, at 4 p.m.
HONGKONG 6th July, at 4 p.m.
HONGKONG 7th July, at 4 p.m.
HONGKONG 8th July, at 4 p.m.
HONGKONG 9th July, at 4 p.m.
HONGKONG 10th July, at 4 p.m.
HONGKONG 11th July, at 4 p.m.
HONGKONG 12th July, at 4 p.m.
HONGKONG 13th July, at 4 p.m.
HONGKONG 14th July, at 4 p.m.
HONGKONG 15th July, at 4 p.m.
HONGKONG 16th July, at 4 p.m.
HONGKONG 17th July, at 4 p.m.
HONGKONG 18th July, at 4 p.m.
HONGKONG 19th July, at 4 p.m.
HONGKONG 20th July, at 4 p.m.
HONGKONG 21st July, at 4 p.m.
HONGKONG 22nd July, at 4 p.m.
HONGKONG 23rd July, at 4 p.m.
HONGKONG 24th July, at 4 p.m.
HONGKONG 25th July, at 4 p.m.
HONGKONG 26th July, at 4 p.m.
HONGKONG 27th July, at 4 p.m.
HONGKONG 28th July, at 4 p.m.
HONGKONG 29th July, at 4 p.m.
HONGKONG 30th July, at 4 p.m.
HONGKONG 31st July, at 4 p.m.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivaled Table. A fully qualified Surgeon is carried.
* Taking Cargo on through bills of Lading to all Yangtze and Northern China Ports.
* Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.
N.B.—REDUCED JALON FARES, Single and Return, To Manila and Australian Ports.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, AGENTS.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon and staterooms—Electric Light—Perfect Cuisine—Surgeons and Stewards carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captains	For	Sailing Dates
ZAFIRO	2540	A. Fraser	Manila	Saturday, July 6, at Noon.
RUBI	2540	R. W. Almond	Manila	Saturday, July 13, at Noon.

For Freight or Passage, apply to
Shewan, Tomes & Co., General Managers.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND SUZ CANAL.
(With Liberty to Call at the MALABAR COAST).
NO SAIL
For Freight and further information, apply to
SHEWAN, TOMES & CO., General Agents.

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Shipping.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For	STEAMERS	To SAIL
SHANGHAI	HANGSANG	WEDNESDAY, July 3, at 4 p.m.
SINGAPORE, PENANG AND CALCUTTA	NAMSANG	FRIDAY, July 5, at 3 p.m.
MANILA	LOONGSANG	FRIDAY, July 5, at 4 p.m.

REDUCED FARES TO STRAITS & CALCUTTA.
Hongkong to Singapore 1st-Class Single \$ 65 Return \$100
Penang " " 85 " 130
Calcutta " " 165 " 250
* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.
* Taking Cargo on Through Bills of Lading to Chafco, Tientsin, Newchwang, and Yangtze Ports.
For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., General Managers.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	STEAMERS	To SAIL
NAPLES, GENOA, GIBRALTAR, SOUTH AMPTON, ANTWERP AND BREMEN	ROON, Capt. G. Meiners	WEDNESDAY, 3rd July, at Noon.
SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA	PRINZ LUDWIG, Capt. C. Woltemse	About WEDNESDAY, 3rd July, at Noon.
MANILA, NEWGUINEA, BRISBANE, SYDNEY AND MELBOURNE	MANILA, Capt. Minssen	THURSDAY, 18th July, at Noon.
KUDAT AND SANDAKAN	BORNEO, Capt. F. Sembill	SUNDAY, 30th June, at 9 a.m.

For further Particulars, apply to
Norddeutscher Lloyd, MELCHERS & CO., General Agents, Hongkong & China.

AUSTRIAN NAVIGATION COMPANY.

REGULAR STEAMSHIP SERVICE TO NEW YORK.
Via PORTS AND SUZ CANAL.
With Liberty to Call at MALABAR COAST.
PROPOSED SAILINGS FROM HONGKONG.
STEAMERS. TO SAIL 1907.
FOR NEW YORK.
BRAEMAR 2nd July, at Noon.
FOR BOSTON & NEW YORK.
SAINT PATRICK 9th July.
For Freight and further information, Apply to
DODWELL & CO., LTD., Agents.

THE Company's Steamship E. FR. FERDINAND.

Captain MATCOVICH, will be despatched above on or about TUESDAY, the 2nd July, p.m.
This Steamer has capital accommodation for passengers, Electric Light and carries a Doctor.
For information as to Passage & Freight, apply to
SANDER, WIELER, & CO., Agents, Prince's Buildings, Hongkong, June 3, 1907. 934

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship JAPAN, Captain J. G. OLIPHANT, will be despatched for the above Ports on TUESDAY, the 2nd July, at 3 p.m.
For Freight or Passage, apply to
D. SASSOON & Co., Ltd., Agents, Hongkong, June 28, 1907. 1079

FOR KOBE DIRECT.

THE Steamship KISAGATA MARU, Captain YOSHIDA, will be despatched above on THURSDAY, the 4th July, at Daylight.
For Freight and further particulars, apply to
DODWELL & CO., LTD., Agents, Hongkong, June 28, 1907. 1078

MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SINGAPORE, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.
THE Steamship SYDNEY, Captain DARRILL, will be despatched for MARSILLES on TUESDAY, the 9th July, 1907, at 1 p.m.
Passage tickets and through Bills of Lading issued for above ports, and for Australia with prompt transhipment at Colombo.
Cargo also booked for principal places in Europe.
Next Sailings will be as follows:-
S.S. EXETER SNOWS July 23, 1907.
S.S. TOKIN Aug. 6, 1907.
S.S. RAZAKIN Aug. 20, 1907.
S.S. POLYMERIS Sept. 3, 1907.
S.S. TOURANE Sept. 17, 1907.
S.S. AUSTRALIAN Oct. 1, 1907.
G. DE CHAMPEAUX, Agent, Hongkong, June 25, 1907. 1068

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG AND CALLAO AND IQUIQUE, via JAPAN PORTS (Katsuo, Kobe and Yokohama).
WITH OPTION TO CALL AT MEXICO AND OTHER COAST PORTS.
Steamers Tons To SAIL
KATHERINE 4000 July 18, at Noon.
KASATO MARU 6100 End of Sept.
Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with steamers of the Pacific S.N. Co.
The above steamers have splendid accommodation and are fitted throughout with Electric Light. A fully qualified Surgeon is carried on each boat.
K. MATSUDA, Manager, Yokohama Building, Hongkong, April 15, 1907. 316

ADVERTISE

ADVERTISE

ADVERTISE

The Life of Trade.

A ONE-TIME order, like one blow of the hammer on the head of the nail, makes an impression, but it is only the continuous insertion of the advertisement, like the continuous pounding on the head of the nail, that drives the argument home and clinches it.

The BEST Mediums for Advertising are

"CHINA MAIL,"

"OVERLAND"

"CHINA MAIL,"

AND THE

"HONGKONG WEEKLY."

Read by all Classes in the Colony

Established over Half-a-Century

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MONDAY, JULY 1, 1907.

7

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due at	Due at
to	Hongkong	from Colombo to	Brindisi	Plymouth
Colombo		MAHESWILL & LONDON	2 days earlier	1 day later
CHINA	8000	MOOLTAN	9600	Aug. 10
DELTA	8000	MAHESWILL	9600	Aug. 17
DELHI	8000	MAHESWILL	9600	Sept. 1
ABADIA	8000	MAHESWILL	9600	Sept. 8
MARMOA	8000	MAHESWILL	9600	Sept. 15
MALTA	8000	MAHESWILL	9600	Sept. 22
DELTA	8000	MAHESWILL	9600	Sept. 29
ABADIA	8000	MAHESWILL	9600	Oct. 6
DELHI	8000	MAHESWILL	9600	Oct. 13
ABADIA	8000	MAHESWILL	9600	Oct. 20
DELTA	8000	MAHESWILL	9600	Oct. 27
ABADIA	8000	MAHESWILL	9600	Nov. 3
DELHI	8000	MAHESWILL	9600	Nov. 10
ABADIA	8000	MAHESWILL	9600	Nov. 17
DELTA	8000	MAHESWILL	9600	Nov. 24
ABADIA	8000	MAHESWILL	9600	Dec. 1
DELHI	8000	MAHESWILL	9600	Dec. 8
ABADIA	8000	MAHESWILL	9600	Dec. 15
DELTA	8000	MAHESWILL	9600	Dec. 22
ABADIA	8000	MAHESWILL	9600	Dec. 29
DELHI	8000	MAHESWILL	9600	Jan. 5
ABADIA	8000	MAHESWILL	9600	Jan. 12
DELTA	8000	MAHESWILL	9600	Jan. 19
ABADIA	8000	MAHESWILL	9600	Jan. 26
DELHI	8000	MAHESWILL	9600	Feb. 2
ABADIA	8000	MAHESWILL	9600	Feb. 9
DELTA	8000	MAHESWILL	9600	Feb. 16
ABADIA	8000	MAHESWILL	9600	Feb. 23
DELHI	8000	MAHESWILL	9600	Feb. 29
ABADIA	8000	MAHESWILL	9600	Mar. 6
DELTA	8000	MAHESWILL	9600	Mar. 13
ABADIA	8000	MAHESWILL	9600	Mar. 20
DELHI	8000	MAHESWILL	9600	Mar. 27
ABADIA	8000	MAHESWILL	9600	Apr. 3
DELTA	8000	MAHESWILL	9600	Apr. 10
ABADIA	8000	MAHESWILL	9600	Apr. 17
DELHI	8000	MAHESWILL	9600	Apr. 24
ABADIA	8000	MAHESWILL	9600	Apr. 30
DELTA	8000	MAHESWILL	9600	May 7
ABADIA	8000	MAHESWILL	9600	May 14
DELHI	8000	MAHESWILL	9600	May 21
ABADIA	8000	MAHESWILL	9600	May 28
DELTA	8000	MAHESWILL	9600	Jun 4
ABADIA	8000	MAHESWILL	9600	Jun 11
DELHI	8000	MAHESWILL	9600	Jun 18
ABADIA	8000	MAHESWILL	9600	Jun 25
DELTA	8000	MAHESWILL	9600	Jul 2
ABADIA	8000	MAHESWILL	9600	Jul 9
DELHI	8000	MAHESWILL	9600	Jul 16
ABADIA	8000	MAHESWILL	9600	Jul 23
DELTA	8000	MAHESWILL	9600	Jul 30
ABADIA	8000	MAHESWILL	9600	Aug 6
DELHI	8000	MAHESWILL	9600	Aug 13
ABADIA	8000	MAHESWILL	9600	Aug 20
DELTA	8000	MAHESWILL	9600	Aug 27
ABADIA	8000	MAHESWILL	9600	Sep 3
DELHI	8000	MAHESWILL	9600	Sep 10
ABADIA	8000	MAHESWILL	9600	Sep 17
DELTA	8000	MAHESWILL	9600	Sep 24
ABADIA	8000	MAHESWILL	9600	Sep 30
DELHI	8000	MAHESWILL	9600	Oct 7
ABADIA	8000	MAHESWILL	9600	Oct 14
DELTA	8000	MAHESWILL	9600	Oct 21
ABADIA	8000	MAHESWILL	9600	Oct 28
DELHI	8000	MAHESWILL	9600	Nov 4
ABADIA	8000	MAHESWILL	9600	Nov 11
DELTA	8000	MAHESWILL	9600	Nov 18
ABADIA	8000	MAHESWILL	9600	Nov 25
DELHI	8000	MAHESWILL	9600	Dec 2
ABADIA	8000	MAHESWILL	9600	Dec 9
DELTA	8000	MAHESWILL	9600	Dec 16
ABADIA	8000	MAHESWILL	9600	Dec 23
DELHI	8000	MAHESWILL	9600	Dec 30
ABADIA	8000	MAHESWILL	9600	Jan 6
DELTA	8000	MAHESWILL	9600	Jan 13
ABADIA	8000	MAHESWILL	9600	Jan 20
DELHI	8000	MAHESWILL	9600	Jan 27
ABADIA	8000	MAHESWILL	9600	Feb 3
DELTA	8000	MAHESWILL	9600	Feb 10
ABADIA	8000	MAHESWILL	9600	Feb 17
DELHI	8000	MAHESWILL	9600	Feb 24
ABADIA	8000	MAHESWILL	9600	Mar 2
DELTA	8000	MAHESWILL	9600	Mar 9
ABADIA	8000	MAHESWILL	9600	Mar 16
DELHI	8000	MAHESWILL	9600	Mar 23
ABADIA	8000	MAHESWILL	9600	Mar 30
DELTA	8000	MAHESWILL	9600	Apr 6
ABADIA	8000	MAHESWILL	9600	Apr 13
DELHI	8000	MAHESWILL	9600	Apr 20
ABADIA	8000	MAHESWILL	9600	Apr 27
DELTA	8000	MAHESWILL	9600	May 4
ABADIA	8000	MAHESWILL	9600	May 11
DELHI	8000	MAHESWILL	9600	May 18
ABADIA	8000	MAHESWILL	9600	May 25
DELTA	8000	MAHESWILL	9600	May 31
ABADIA	8000	MAHESWILL	9600	Jun 7
DELHI	8000	MAHESWILL	9600	Jun 14
ABADIA	8000	MAHESWILL	9600	Jun 21
DELTA	8000	MAHESWILL	9600	Jun 28
ABADIA	8000	MAHESWILL	9600	Jul 5
DELHI	8000	MAHESWILL	9600	Jul 12
ABADIA	8000	MAHESWILL	9600	Jul 19
DELTA	8000	MAHESWILL	9600	Jul 26
ABADIA	8000	MAHESWILL	9600	Aug 2
DELHI	8000	MAHESWILL	9600	Aug 9
ABADIA	8000	MAHESWILL	9600	Aug 16
DELTA	8000	MAHESWILL	9600	Aug 23
ABADIA	8000	MAHESWILL	9600	Aug 30
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ABADIA	8000	MAHESWILL	9600	Sep 27
DELHI	8000	MAHESWILL	9600	Oct 4
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DELTA	8000	MAHESWILL	9600	Oct 18
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DELHI	8000	MAHESWILL	9600	Oct 31
ABADIA	8000	MAHESWILL	9600	Nov 7
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ABADIA	8000	MAHESWILL	9600	Dec 5
DELTA	8000	MAHESWILL	9600	Dec 12
ABADIA	8000	MAHESWILL	9600	Dec 19
DELHI	8000	MAHESWILL	9600	Dec 26
ABADIA	8000	MAHESWILL	9600	Jan 2
DELTA	8000	MAHESWILL	9600	Jan 9
ABADIA	8000	MAHESWILL	9600	Jan 16
DELHI	8000	MAHESWILL	9600	Jan 23
ABADIA	8000	MAHESWILL	9600	Jan 30
DELTA	8000	MAHESWILL	9600	Feb 6
ABADIA	8000	MAHESWILL	9600	Feb 13
DELHI	8000	MAHESWILL	9600	Feb 20
ABADIA	8000	MAHESWILL	9600	Feb 27
DELTA	8000	MAHESWILL	9600	Mar 5
ABADIA	8000	MAHESWILL	9600	Mar 12
DELHI	8000	MAHESWILL	9600	Mar 19
ABADIA	8000	MAHESWILL	9600	Mar 26
DELTA	8000	MAHESWILL	9600	Apr 2
ABADIA	8000	MAHESWILL	9600	Apr 9
DELHI	8000	MAHESWILL	9600	Apr 16
ABADIA	8000	MAHESWILL	9600	Apr 23
DELTA	8000	MAHESWILL	9600	Apr 30
ABADIA	8000	MAHESWILL	9600	May 7
DELHI	8000	MAHESWILL	9600	May 14
ABADIA	8000	MAHESWILL	9600	May 21
DELTA	8000	MAHESWILL	9600	May 28
ABADIA	8000	MAHESWILL	9600	Jun 4
DELHI	8000	MAHESWILL	9600	Jun 11
ABADIA	8000	MAHESWILL	9600	Jun 18
DELTA	8000	MAHESWILL	9600	Jun 25
ABADIA	8000	MAHESWILL	9600	Jul 2
DELHI	8000	MAHESWILL	9600	Jul 9
ABADIA	8000	MAHESWILL	9600	Jul 16
DELTA	8000	MAHESWILL	9600	Jul 23
ABADIA	8000	MAHESWILL	9600	Jul 30
DELHI	8000	MAHESWILL	9600	Aug 6
ABADIA	8000	MAHESWILL	9600	Aug 13
DELTA	8000	MAHESWILL	9600	Aug 20
ABADIA	8000	MAHESWILL	9600	Aug 27
DELHI	8000	MAHESWILL	9600	Sep 3
ABADIA	8000	MAHESWILL	9600	Sep 10
DELTA	8000	MAHESWILL	9600	Sep 17
ABADIA	8000	MAHESWILL	9600	Sep 24
DELHI	8000	MAHESWILL	9600	Sep 30
ABADIA	8000	MAHESWILL	9600	Oct 7
DELTA	8000	MAHESWILL	9600	Oct 14
ABADIA	8000	MAHESWILL	9600	Oct 21
DELHI	8000	MAHESWILL	9600	Oct 28
ABADIA	8000	MAHESWILL	9600	Nov 4
DELTA	8000	MAHESWILL	9600	Nov 11
ABADIA	8000	MAHESWILL	9600	Nov 18
DELHI	8000	MAHESWILL	9600	Nov 25
ABADIA	8000	MAHESWILL	9600	Dec 2
DELTA	8000	MAHESWILL	9600	Dec 9
ABADIA	8000	MAHESWILL	9600	Dec 16
DELHI	8000	MAHESWILL	9600	Dec 23
ABADIA	8000	MAHESWILL	9600	Dec 30
DELTA	8000	MAHESWILL	9600	Jan 6
ABADIA	8000	MAHESWILL	9600	Jan 13
DELHI	8000	MAHESWILL	9600	Jan 20
ABADIA	8000	MAHESWILL	9600	Jan 27
DELTA	8000	MAHESWILL	9600	Feb 3
ABADIA	8000	MAHESWILL	9600	Feb 10
DELHI	8000	MAHESWILL	9600	Feb 17
ABADIA	8000	MAHESWILL	9600	Feb 24
DELTA	8000	MAHESWILL	9600	Mar 2
ABADIA	8000	MAHESWILL	9600	Mar 9
DELHI	8000	MAHESWILL	9600	Mar 16
ABADIA	8000	MAHESWILL	9600	Mar 23
DELTA	8000	MAHESWILL	9600	Mar 30
ABADIA	8000	MAHESWILL	9600	Apr 6
DELHI	8000	MAHESWILL	9600	Apr 13
ABADIA	8000	MAHESWILL	9600	Apr 20
DELTA	8000	MAHESWILL	9600	Apr 27
ABADIA	8000	MAHESWILL	9600	May 4
DELHI	8000	MAHESWILL	9600	May 11
ABADIA	8000	MAHESWILL	9600	May 18
DELTA	8000	MAHESWILL	9600	May 25
ABADIA	8000	MAHESWILL	9600	May 31
DELHI	8000	MAHESWILL	9600	Jun 7
ABADIA	8000	MAHESWILL	9600	Jun 14
DELTA	8000	MAHESWILL	9600	Jun 21
ABADIA	8000	MAHESWILL	9600	Jun 28
DELHI	8000	MAHESWILL	9600	Jul 5
ABADIA	8000	MAHESWILL	9600	Jul 12
DELTA	8000	MAHESWILL	9600	Jul 19
ABADIA	8000	MAHESWILL	9600	Jul 26
DELHI	8000	MAHESWILL	9600	Aug 2
ABADIA	8000	MAHESWILL	9600	Aug 9
DELTA	8000	MAHESWILL	9600	Aug 16
ABADIA	8000	MAHESWILL	9600	Aug 23
DELHI	8000	MAHESWILL	9600	Aug 30
ABADIA	8000	MAHESWILL	9600	Sep 6
DELTA	8000	MAHESWILL	9600	Sep 13
ABADIA	8000	MAHESWILL	9600	Sep 20
DELHI	8000	MAHESWILL	9600	Sep 27
ABADIA	8000	MAHESWILL	9600	Oct 4
DELTA	8000	MAHESWILL	9600	Oct 11
ABADIA	8000	MAHESWILL	9600	Oct 18
DELHI	8000	MAHESWILL	9600	Oct 25
ABADIA	8000	MAHESWILL	9600	Oct 31
DELTA	8000	MAHESWILL	9600	Nov 7
ABADIA	8000	MAHESWILL	9600	Nov 14
DELHI	8000	MAHESWILL	9600	Nov 21
ABADIA	8000	MAHESWILL	9600	Nov 28
DELTA	8000	MAHESWILL	9600	Dec 5
ABADIA	8000	MAHESWILL	9600	Dec 12
DELHI	8000	MAHESWILL	9600	Dec 19
ABADIA	8000	MAHESWILL	9600	Dec 26
DELTA	8000	MAHESWILL	9600	Jan 2
ABADIA	8000	MAHESWILL	9600	Jan 9
DELHI	8000	MAHESWILL	9600	Jan 16
ABADIA	8000	MAHESWILL	9600	Jan 23
DELTA	8000	MAHESWILL	9600	Jan 30
ABADIA	8000	MAHESWILL	9600	Feb 6

